# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: Radio Test Landplane Hangar 115/NAS Patuxent River Inventory Number: SM-901 ~~Contrib.Res.~~

Address: Radio Test Landplane Hangar 115/NAS Patuxent River Historic district: ___ yes X no

City: Patuxent River Zip Code: 20670 County: Saint Marys

USGS Quadrangle(s): Solomons Island

Property Owner: U.S. Navy / Naval Air Station Patuxent River Tax Account ID Number:

Tax Map Parcel Number(s): Tax Map Number:

Project: Agency: NAVY

Agency Prepared By: The Louis Berger Group, Inc.

Preparer's Name: Richard M. Casella Date Prepared: 5/1/1999

Documentation is presented in:

Preparer's Eligibility Recommendation: X Eligibility recommended ___ Eligibility not recommended

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property: Patuxent River N.A.S.

Inventory Number: SM-357 Eligible: X yes Listed: ___ yes

Site visit by MHT Staf ___ yes ___ no Name: Date:

Description of Property and Justification: *(Please attach map and photo)*

Hangar 115 is a double-bay arch-roof concrete hangar measuring 413X250' overall. The two hangar bays each have a clear span of 160', and are separated and flanked by two-story concrete lean-tos 31' in width. The concrete frame lean-tos have inset brick wall panels, which carry the window openings. The window openings originally formed a continuous band of multi-pane windows but have been brick in-filled to form fewer and smaller openings with 1/1 insulated-glass replacement windows. Exterior concrete portions of the hangar, including the exposed arch-ribs that protrude above the roof, arch-spandrel end-walls, and framing members of the lean-tos and hangar doors, have been covered with corrugated metal siding to prevent deterioration from weathering. At each end of the hangar are large multi-leaf sliding doors, which can be drawn open to a position in front of the lean-tos.

Hangar 115 served a central role in the mission of the Radio Test Division at NAS Patuxent River and is therefore eligible for the National Register under Criterion A. Hanger 115 also meets National Register Criterion C in that it embodies distinctive characteristics of a type, period, and method of construction. The hangar is an early and important example of post-tensioned thin-shell concrete technology (also known as stressed-skin) and of concrete hangar engineering in America. It is an example of a patented technology that was used widely after the war for domestic architecture primarily as a result of its acceptance and

**MARYLAND HISTORICAL TRUST REVIE**

**Eligibility recommended** X **Eligibility not recommended** ___

**Criteria:** X A ___ B X C ___ D **Considerations:** ___ A ___ B ___ C ___ D ___ E ___ F ___ G

**MHT Comments:**

Andrew Lewis 6/22/05

**Reviewer, Office of Preservation Services** **Date**

6/21/05

**Reviewer, National Register Program** **Date**

successful use by the Navy for hangars at NAS Patuxent River and elsewhere.

See MIHP form for more information.

**MARYLAND HISTORICAL TRUST REVIE**

**Eligibility recommended** ____ **Eligibility not recommended** ____

**Criteria:** ___A ___B ___C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G

**MHT Comments:**

_____ _____

**Reviewer, Office of Preservation Services** **Date**

_____ _____

**Reviewer, National Register Program** **Date**

NPS Form 10-900
(Rev. 10-90)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

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# NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

historic name Radio Test Landplane Concrete Hangar 115, NAS Patuxent River

other names/site number _____

## 2. Location

street & number _____ not for publication ____

city or town Naval Air Station Patuxent River vicinity X

state Maryland code MD county St. Mary's code 037 zip code 20670

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant ____ nationally ____ statewide ____ locally.
( ____ See continuation sheet for additional comments.)

_____ _____
Signature of certifying official Date

_____
State or Federal agency and bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria.
( ____ See continuation sheet for additional comments.)

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Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

## 4. National Park Service Certification

I, hereby certify that this property is:

___ entered in the National Register _____ _____
___ See continuation sheet.
___ determined eligible for the National Register _____ _____
___ See continuation sheet.
___ determined not eligible for the National Register _____ _____
___ removed from the National Register _____ _____
___ other (explain): _____

_____ _____
Signature of the Keeper Date of Action

## 5. Classification

**Ownership of Property**
(Check as many boxes as apply)
___ private
___ public-local
___ public-State
_X_ public-Federal

**Category of Property**
(Check only one box)
_X_ building(s)
___ district
___ site
___ structure
___ object

**Number of Resources within Property**

| Contributing | Noncontributing | |
|---|---|---|
| 1 | ____ | buildings |
| ____ | ____ | sites |
| ____ | ____ | structures |
| ____ | ____ | objects |
| 1 | ____ | Total |

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Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

*Naval Air Station Patuxent River, Maryland: Historic and Architectural Resources*

## 6. Function or Use

Historic Functions (Enter categories from instructions)

| Cat: | Sub: |
|---|---|
| DEFENSE | Naval facility |

Current Functions (Enter categories from instructions)

| Cat: | Sub: |
|---|---|
| DEFENSE | Naval facility |

## 7. Description

Architectural Classification (Enter categories from instructions):

Other: 20th Century military
20th Century industrial

Materials (Enter categories from instructions)

| | |
|---|---|
| foundation | Concrete |
| roof | Concrete |
| walls | Concrete, brick, metal siding |
| other | |

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

## 8. Statement of Significance

**Applicable National Register Criteria**
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

| | | |
|---|---|---|
| X | A | Property is associated with events that have made a significant contribution to the broad patterns of our history. |
| ___ | B | Property is associated with the lives of persons significant in our past. |
| X | C | Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction. |
| ___ | D | Property has yielded, or is likely to yield information important in prehistory or history. |

**Criteria Considerations**
(Mark "x" in all the boxes that apply.)

| | | |
|---|---|---|
| ___ | A | owned by a religious institution or used for religious purposes. |
| ___ | B | removed from its original location. |
| ___ | C | a birthplace or a grave. |
| ___ | D | a cemetery. |
| ___ | E | a reconstructed building, object, or structure. |
| ___ | F | a commemorative property. |
| ___ | G | less than 50 years of age or achieved significance within the past 50 years. |

**Areas of Significance** (Enter categories from instructions):

Architecture
Engineering
Military

**Period of Significance**

1942-1945

**Significant Dates**

**Significant Person** (Complete if Criterion B is marked above)

N/A

**Cultural Affiliation** N/A

**Architect/Builder** U. S. Navy, Bureau of Yards and Docks

**Narrative Statement of Significance** (Explain the significance of the property on one or more continuation sheets.)

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**9. Major Bibliographical References**

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

_X_ State Historic Preservation Office
___ Other State agency
_X_ Federal agency
___ Local government
___ University
___ Other

Name of repository Naval Air Station Patuxent River, Maryland, Public Works Office

## 10. Geographical Data

Acreage of Property: 4 acres

UTM References (Place additional UTM references on a continuation sheet)

| | Zone | Easting | Northing | | Zone | Easting | Northing |
|---|---|---|---|---|---|---|---|
| 1 | 18 | 377400 | 4236600 | 3 | | | |
| 2 | | | | 4 | | | |

___ See continuation sheet.

**Verbal Boundary Description** (Describe the boundaries of the property on a continuation sheet.)

*See Continuation Sheet*

**Boundary Justification** (Explain why the boundaries were selected on a continuation sheet.)

*See Continuation Sheet*

## 11. Form Prepared By

name/title Richard M. Casella

organization The Louis Berger Group, Inc. date May 1999

street & number 120 Halsted Street telephone 973-678-3427

city or town East Orange state NJ zip code 07019

## Additional Documentation

(Submit the following items with the completed form:)

Continuation Sheets

Maps: A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs: Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

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USDI/NPS NRHP Registration Form
*Radio Test Landplane Concrete Hangar 115, NAS Patuxent River*
*St. Mary's County, Maryland*

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**Property Owner**

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(Complete this item at the request of the SHPO or FPO.)

name Naval Air Station Patuxent River

street & number _____ telephone _____

city or town Patuxent River state MD zip code 20670

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

DESCRIPTION

Hangar 115 is a double-bay arch-roof concrete hangar measuring 413x250' overall. The two hangar bays each have a clear span of 160', and are separated and flanked by two-story concrete lean-tos 31' in width. The concrete frame lean-tos have inset brick wall panels, which carry the window openings. The window openings originally formed a continuous band of multi-pane windows but have been brick in-filled to form fewer and smaller openings with 1/1 insulated-glass replacement windows. Exterior concrete portions of the hangar, including the exposed arch-ribs that protrude above the roof, arch-spandrel end-walls, and framing members of the lean-tos and hangar doors, have been covered with corrugated metal siding to prevent deterioration from weathering. At each end of the hangar are large multi-leaf sliding doors, which can be drawn open to a position in front of the lean-tos.

The architectural plan of the hangar was fixed by Navy standards for wood hangars. The interiors of the lean-tos were originally divided into workshops, laboratories, and offices. Many of the lab and shop spaces in the lean-tos have been remodeled to accommodate office-only uses. The hangar bays remain open and continue to function in their original role.

Each elliptical-arch roof rises 55' above the hangar floor and consists of a thin-shell arch slab, 3-1/2" thick, supported by exterior arch ribs spaced 35'-6" on centers. The ribs vary between 7' and 8' in height and from 2' to 2'-9" in thickness. The ends of each arch rib are tied together with two 1-9/16" galvanized wire cables that run through the floor slab. The cables were designed to take 200,000 pounds of horizontal thrust.

Public Works Department records indicate that this hangar and the five others like it built at the same time were almost immediately plagued with water infiltration after their construction. Poor performance of the built-up roofing systems, and the failure of flashing at vertical transitional joints and connections between dissimilar materials, all required major repairs as early as 1946 and 1951. A metal barrel covering with batten seams was designed to further protect the thin concrete shell structure, and was applied universally to all the hangar roofs in 1960. During 1973 renovations, cracking and spalling concrete received extensive repair, and the concrete intermediate arches were coated with 1"-thick polyurethane foam insulation and protective coating. In 1983 the wood clerestory windows, located at the hangar's arched end-walls, were removed and replaced with insulated metal panels. Corrugated metal siding, the treatment selected as the best method for shielding concrete surfaces from deteriorating natural forces, was applied to Hangar 115 during 1994.

SIGNIFICANCE SUMMARY

Evaluation of the Radio Test Landplane Concrete Hangar 115 for National Register eligibility is based upon criteria outlined in the National Register of Historic Places Multiple Property Documentation Form *Naval Air Station, Patuxent River, Maryland, Historic and Architectural Resources* under the property type "Testing Facilities." The Radio Test Landplane Concrete Hangar 115 is significant under both the historic contexts *Naval Air Station, Patuxent River and Webster Field during World War II, 1941-1945*, and *Naval Air Station, Patuxent River and Webster Field during the Early Cold War Period, 1945-1965,* as defined in the Multiple Property Documentation study.

The Navy's aircraft testing program commenced operations at NAS Patuxent River in July 1943 and included four test divisions, Flight Test, Radio Test (now called Electronics Test), Armament Test, and Tactical Test. The test program made a considerable contribution to the Allied victory in World War II via the resulting improvements in aircraft, aeronautical equipment, and naval air tactics, and the evaluation trials of enemy combat aircraft that were conducted at NAS Patuxent River. Hangar 115 served a central role in the mission of the Radio Test Division at NAS Patuxent River and is therefore eligible for the National Register under Criterion A.

Hanger 115 also meets National Register Criterion C in that it embodies distinctive characteristics of a type, period, and method of construction. The hangar is an early and important example of post-tensioned thin-shell concrete technology (also known as stressed-skin) and of concrete hangar engineering in America. It is an example of a patented technology that was used widely after the war for domestic architecture primarily as a result of its acceptance and successful use by the Navy for hangars at NAS Patuxent River and elsewhere.

RESOURCE HISTORY AND HISTORIC CONTEXT

Hangar 115 is one of six double-barrel concrete hangars of identical design (Hangars 109, 110, 111, 115, 305, and 306) built on the Patuxent River installation from April 1943 to April 1944. As directed by the Navy Department Bureau of Aeronautics in January 1942, three seaplane and five landplane hangars were planned for NAS Patuxent River by the Navy Department Bureau of Yards and Docks in order to accomplish the early command mission as a centralized testing and evaluation facility and East Coast center for air transport services. In general, wartime material shortages necessitated departure from Navy-approved timber and steel-truss hangar designs, forcing the Bureau of Yards and Docks to recognize the merits of tied concrete shell roof systems for structures requiring large clear spans.

In early October 1942 the Officer-in-Charge of Construction recommended that the Seaplane Hangar (Building 110), to be occupied by the Aircraft Experimental and Development Squadron, should be built of ZD-type concrete construction, a patented innovation imported from Germany in the 1930s. The Officer-in-Charge asserted that the cost and speed of this building technology could be compared with that of the wooden arch form to be employed in the Armament Test Seaplane Hangar (201). This proposal was approved by the Bureau of Yards and Docks, and on October 18, 1942, the Bureau hired Roberts and Schaefer Company of Chicago to provide complete architectural and engineering services for the design and construction of a full double-barrel reinforced concrete hangar. Roberts and Shaeffer performed this work under contract NOy 5827 for the total amount of $85,850.

Construction of the first concrete hangar began on January 1, 1943, and was completed on July 31, 1943, by the Corbetta Construction Company. During construction, on March 18, the Navy revised the contract with the Corbetta Company to build the five remaining concrete hangars along with four heating plants to serve them. Construction on these additional hangars got underway between March 30 and May 6, and all were completed between September 20 and December 8, 1943. This work was completed under contract NOy 5869 for the total amount of $5,608,531.71.

Although the Navy was the first to build concrete arch-roof hangars in the United States, the idea originated in France during World War I and was perfected in Germany during the 1920s. The French built a concrete hangar with an arched slab roof and exterior stiffening ribs at Istres in 1916. This hangar had a span of 151' and a smooth interior that allowed easy movement of the form-work, but the roof slab was not a stressed-skin design. That development originated with two German engineers, Dr. Dischinger and Dr. Bauersfeld, who first applied it to domed roofs for planetariums and patented the design method under the name Zeiss-Dywidag System (hence Z-D system) in 1928. The patent covered a structural system defined by a post-tensioned concrete skin, or shell, with intermediate arched beams and stiffening ribs. Soon afterward Dr. Dischinger joined the engineering firm of Dyckerhoff and Widmann of Wiesbaden, which purchased the patent. In 1932 the patent was licensed to the American architectural-engineering firm, Roberts & Schaefer Co. of Chicago, with the condition that design direction be performed by German engineer Anton Tedesko. Tedesko emigrated to the U.S. and joined the staff of the American firm for this stated purpose. During the 1930s the Z-D system was utilized for non-military facilities in America, including the Hayden Planetarium dome in New York City (1935) and the Hershey Sports Arena in Hershey, Pennsylvania (1937).

In the early stages of the war, the Bureau of Yards and Docks contracted Roberts & Schaefer Co. to apply the proven design principles of the Z-D system to a large scale-monolithic concrete aircraft hangar supporting naval operations at San Diego, California, and subsequently contracted for full architectural-engineering services to design an improved, modest version for a prototype hangar suitable to the specific needs of NAS Patuxent River. Project engineers Robert Zaborowski and Otto Gruenwald designed the concrete hangars in response to the Navy's demands for accelerated construction, economic use of materials, and structural integrity. Independent structural sections, characteristic of the Z-D system, served to expedite construction and insured that the aircraft hangar would survive a dreaded air strike. Using rolling sections of wood falsework , parabolic arch concrete hangar sections 160' in width were formed and poured in increments. The ends of the exterior ribs or arched beams, from which the 3-1/2" thin-shell concrete roof was hung, were then drawn together with steel cables run under the hangar floor using 50-ton jacks. This tensioned the ribs like a bow, compressing and stressing the roof skin. The clever use of salvaged falsework, shipped by barge from the construction site of a concrete arch hangar at the Naval Aircraft Factory at Philadelphia, reduced the average time required for individual hangar construction to 6 months, 17 days.

The Radio Test Division was moved from NAS Anacostia and established at NAS Patuxent River in July 1943. During the World War II years the mission of "Radio Test," the evaluation and improvement of radio communications and radar technology, was a top Allied priority. The Radio Test Division was redesignated Electronics Test on June 16, 1945.

The experience of Electronics Test in World War II had indicated the need for an electronically shielded hangar. The tremendous expansion in the range and quantity of aircraft electronic equipment during World War II had outstripped

the capacity of electronic engineers and aircraft designers to maintain consistency of operation in a given aircraft's complement of electronic equipment. It was soon discovered that the operation of powerful electronic devices in close proximity to one another, as in an airplane cockpit, was resulting in unacceptable or dangerous interference, or "noise." The science and technology of electromagnetic shielding had yet to be developed so before interference tests could be conducted on aircraft and their electronic equipment, it was necessary to create an environment in which additional interference was absent. Proper operational analysis of equipment mounted in planes had not been possible previously because of electromagnetic interference from industrial, atmospheric, and other electronic sources, such as radio and television broadcasting. The Bureau of Aeronautics therefore decided to construct a shielded hangar for Electronics Test into which aircraft could be brought to enable testing of electronic equipment in a situation free from external interference. The interference coming from the aircraft's other electronic equipment and electrical machinery, such as the ignition system, could then be evaluated (NATC-NAS Patuxent River Public Affairs Office 1949:16; Naval Historical Center 1949:1/15-16).

The postwar years saw a major expansion at Electronics Test in terms of activity, personnel, and facilities, in response to the ever-growing importance of electronics technology in relation to aircraft technology overall. Between 1943 and 1951 the portion of the total cost of the average naval aircraft represented by the cost of its electrical and electronics equipment increased nearly fourfold.

The All-Weather Aids Department was established within the division in September 1948, incorporating organizations transferred from other installations and redesignated the Navy Air Navigation Electronics Project. The Navigational Aids, Airport Lighting, and Special Devices sections of Electronics Test were also consolidated in the All-Weather Aids Department. The four sections of the new department evaluated all types of navigational and landing aid systems in trials conducted both on the ground and in the air. By 1951 Electronics Test was conducting over half of the total projects undertaken at NATC. The division employed 37 officers, 264 enlisted men, and 448 civilians, more civilians than the other test divisions combined (*Naval Aviation News* 1951:1-5; Naval Historical Center 1945a:52-59).

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization: Western Shore

Chronological/Developmental Period(s): Modern Period

Prehistoric/Historic Period Theme(s): Military

Resource Type:

Category: Building

Historic Environment: Suburban

Historic Function(s) and Use(s): Military Facility

Known Design Source: U.S. Navy, Bureau of Yards and Docks

MAJOR BIBLIOGRAPHICAL REFERENCES

Louis Berger & Associates, Inc.
1999 *Naval Air Station, Patuxent River, Maryland, Historic and Architectural Resources*. National Register of Historic Places Multiple Property Documentation Form (draft final). Prepared for Naval Air Station Patuxent River, Maryland, by Louis Berger and Associates, Inc., East Orange, New Jersey.

NAS Patuxent River Public Works Department
various *Map of Naval Air Station, Patuxent River, Md., Showing Conditions on ...* [various dates 1941-present]. Plans on file, Public Works Department, NAS Patuxent River, Maryland.

various *Facility Record Cards and Building Drawings, Naval Air Station, Patuxent River, Md.* Records and drawings on file, Drawing Vault at Public Works Department, NAS Patuxent River , Maryland.

Naval Historical Center
1945 *Naval Air Station Patuxent River Command History, 1942-45*. Prepared October 1945. On file, Office of Naval Aviation History, Naval Historical Center, Washington Navy Yard, Washington, D.C.

various *U.S. Naval Air Test Center-NAS Patuxent River Command Histories* [various dates]. On file, Office of Naval Aviation History, Naval Historical Center, Washington Navy Yard, Washington, D.C.

Tedesko, Anton
1937 Large Concrete Shell Roof Covers Ice Arena. *Engineering News-Record* April 8:505-510.

1941 Wide-Span Hangars for the U.S. Navy. *Civil Engineering* December:697-700.

U.S. Geological Survey
1987 *Solomons Island, MD*. 7.5-Minute Series (Topographic) Quadrangle. U.S. Geological Survey, Reston, Virginia.

Zaborowski, Robert
1944 Monolithic Concrete Seaplane Hangars. *Civil Engineering* August:355-358.

GEOGRAPHICAL DATA

Verbal Boundary Description:

The National Register boundaries for the Radio Test Landplane Concrete Hangar 115 are depicted on the attached figure.

Boundary Justification

These boundaries encompass the entire area within which the operations of the Radio Test Landplane Concrete Hangar 115 operated during the resource's period of significance.

Property Name: Radio Test Landplane Concrete Hangar 115, Naval Air Station Patuxent River

Location: NAS Patuxent River, St. Mary's County, Maryland

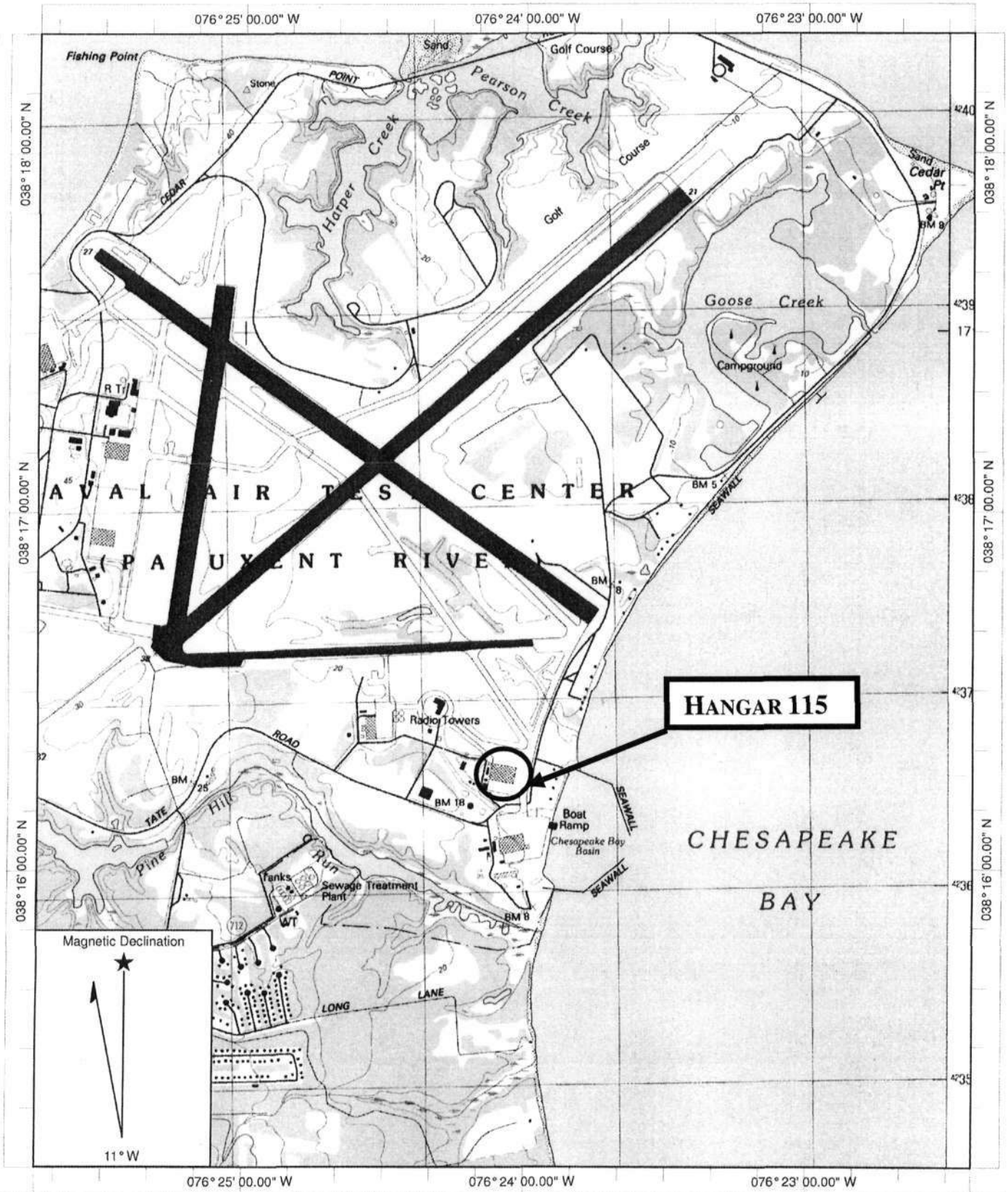
Photographer: Richard M. Casella

Date of Photograph: 1999

Location of Negatives: NAS Patuxent River, Patuxent River, Maryland 20670

Individual Photograph Identification:

1 Hangar, east and north elevations, looking southwest



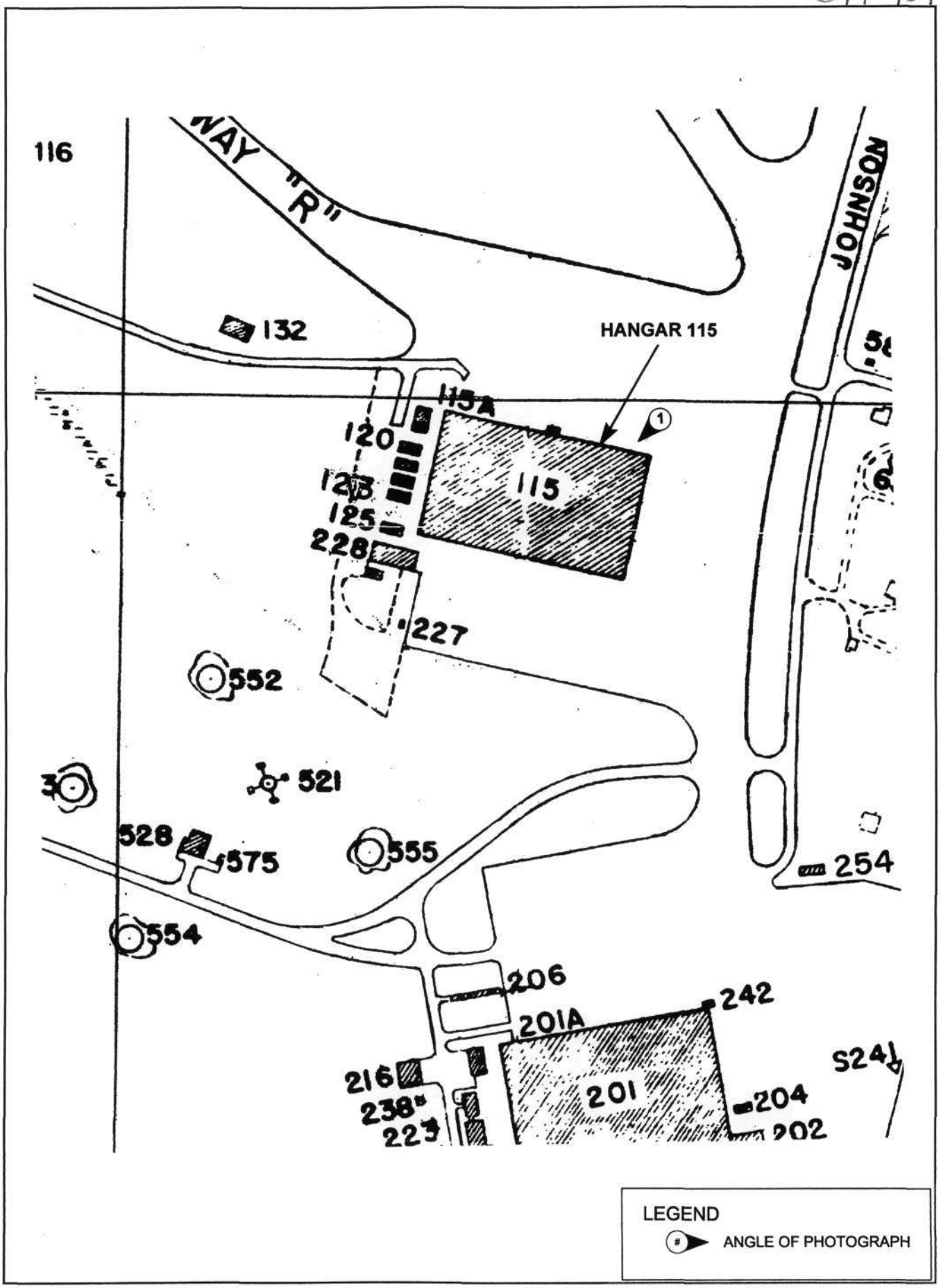

Name: SOLOMONS ISLAND
Date: 7/1/2010
Scale: 1 inch equals 2000 feet

Location: 038° 16' 45.07" N 076° 24' 04.28" W NAD 27
Caption: Location Map for Radio Test Landplane Concrete
Hangar 115
SM-357/SM-901



SM-901

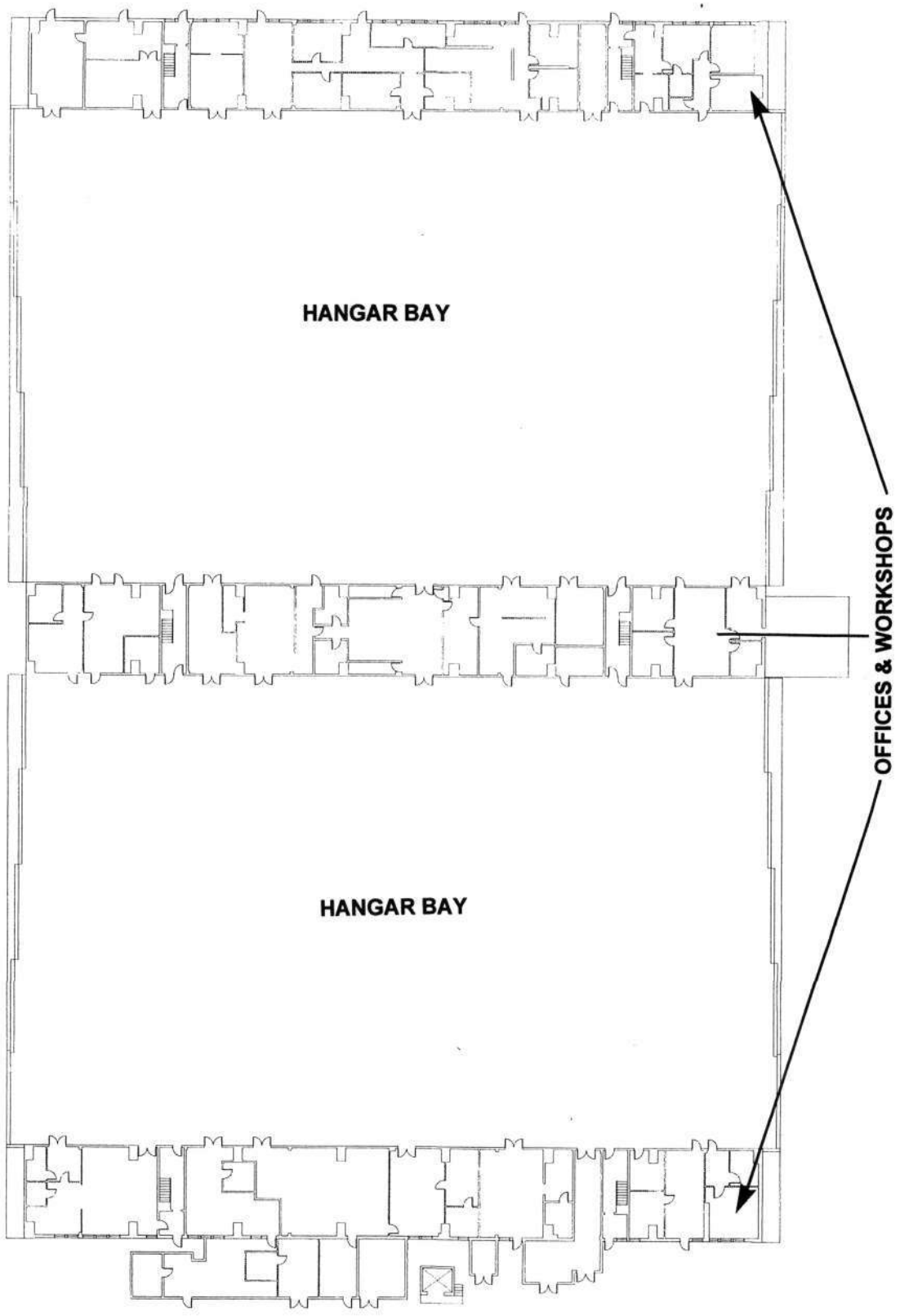
SM-901




**Site Plan and Key to Photographs for Radio Test Landplane Concrete Hangar 115**

*SOURCE; NAS Patuxent River Public Works Dept. 1995*

SM-901




**First Floor Plan of Radio Test**
**Landplane Concrete Hangar 115**

*SOURCE: NAS Patuxent River Public Works Dept. 1999*

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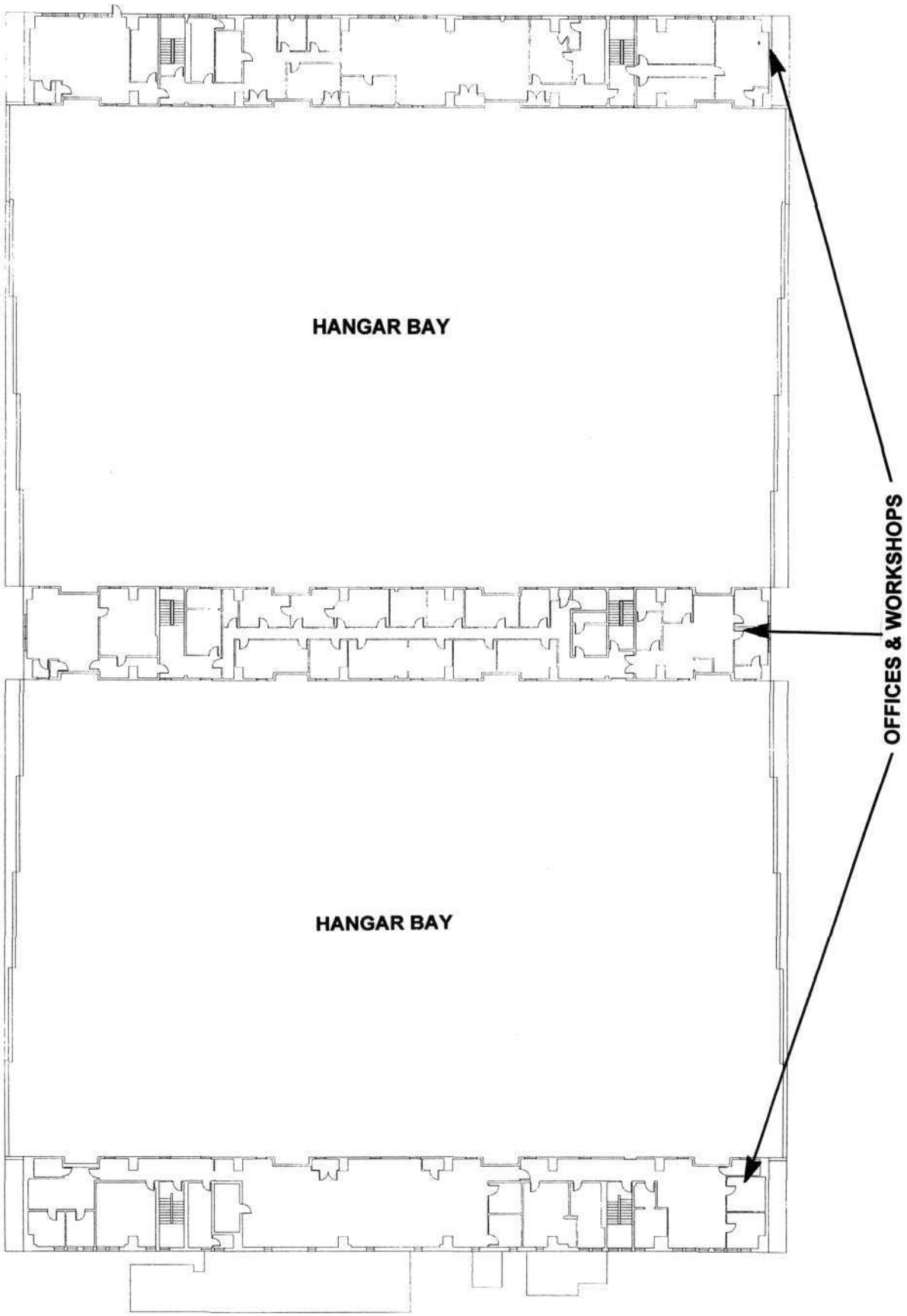


**Second Floor Plan of Radio Test**
**Landplane Concrete Hangar 115**

*SOURCE: NAS Patuxent River Public Works Dept. 1999*

RADIO TEST LANDPCANE CONCRETE HANGAR 115
NAVAL AIR STATION PATUXENT RIVER
ST MARYS COUNTY, MARYLAND

# 1 or 1
SM-901